The New-York Times.

VOL. VIII.—NO. 2267. NEW-YORK, SATURDAY, DECEMBER 25, 1858. PRICE TWO CENTS.

NEWS BY TELEGRAPH.

FROM WASHINGTON.

The Reception of Senor Mata as Mexican Minister—The Spanish Fleet at Tampico—The Filibusters of The Schooner Susan—The Naval Reorganization—Condition of the Treasury, &c.

Special Dispatch to the New-York Times.

WASHINGTON, Friday, Dec. 24.

The stampede of members of Congress has left the city extremely dull.

The Administration seems still benefiting about the reception of Señor MATA as Minister from the Juarez Government in Mexico, although he is understood to be possessed of the full powers exacted as a prerequisite to his recognition.

Gen. WALKER's friends here, deny the receipt of any information of the landing of the Susan's passengers in Nicaragua, although they do not doubt the fact. They also express a confident belief that several hundred additional "emigrants" for Nicaragua will elude the vigilance of the Federal officers within a few days.

The Union's leader to-day is significant of a backing out of the important new doctrine of the present Administration in favor of the enforcement of the contracts of American citizens with foreign Governments. It excites much surprise and comment. S.

(UPON THE REPORTERS FOR THE ASSOCIATED PRESS.)

WASHINGTON, Friday, Dec. 24.

It is said that Señor TASSARA, the Spanish Minister, has officially informed Secretary CASS that the difficulties between the Spanish authorities and the authorities of Tampico are settled, but letters from a commercial house in Tampico just received here, contain a reverse statement, and further say, that as soon as the weather will permit the Spanish fleet will concentrate on the whole coast from Laguna to Tampico, thus confirming previous advices.

The corrected list, from an official source, of the Naval nominations recently acted upon by the Senate, shows the positions which have been assigned each officer.

Captain VOGDENS is transferred to the leave and pay list, and Captains PAUL, RAMSEY and INMAN to the active list.

Commanders promoted or transferred—Lecompte, to the leave and pay list; and Armstrong, Land, and Johnston, to be Captains on the active list; also Shaw to the active list.

Lieutenants promoted or transferred—Porter, Williamson, Bissell, Gibson, Kitty, Chandler, Meade and Gibson to be Commanders on the active list, and Flagg to the leave and pay list.

Lieutenants on the Active List—Walbank, Doyle, Mason, Riell, Barry, Rolando, Parker, Fitzgerald, Rhind, McArann and Watson, Harrison and Hunter, to the Leave and Pay.

Midshipmen Promoted—Hall, Byrnes and Mercer, to be Lieutenants on the Active List.

The above includes several of the nominations that were confirmed yesterday.

The balance in the Treasury on Monday, was $3,414,000. The receipts of the previous week were $1,072,000. The amount of the drafts paid was $1,969,000, and the amount of the drafts issued $2,208,000—a reduction from last week of $1,226,000.

The Secretary of the Treasury has decided on appeal, that beet root, used in the manufacture of paper, is chargeable with a duty of 15 per cent.; the cotton velvet part of dyed Coburg robes a quilte, 24 per cent, and the worsted part 19 per cent.; cotton duck is to be charged 19 per cent. The importer had claimed an *entry at 15 per cent. for "said duck," but no such article* is specified in the tariff of 1857. Pearls, though strung on thread, if imported to be set in the United States are to be charged 4 per cent. Bags of American manufacture exported from the United States, filled with grain and afterward imported empty, or exported empty and afterward imported filled with grain, will be admitted free of duty. Tea, laden on board of junks in waters within the territorial limits of China, is considered as "laden in the ports of that country;" but tea, the product of China, purchased and laden on board of Chinese junks in the roadstead harbor or waters of Singapore, cannot be treated so coming from the country of production, and will be subject to duty.

The Secretary has overruled the decision by which duty was charged on millstones, and places them with burrstones, wrought or unwrought, but unmanufactured.

The following regulations have been prescribed under the tariff of 1846, and have been reaffirmed on questions arising on appeal, under the tariff of 1857.

"Dutiable merchandize imported into the United States, and afterwards exported, although it may have paid duty on the first importation, is liable to duty on every subsequent importation.

Wheat, when imported in moderate quantities exclusively for experiment and improvement in agriculture, *is to be free of duty.*"

The joint resolution, introduced in the Senate by Senator BADER, *creating the brevet grade of Admiral*, was not passed, as erroneously stated in yesterday's dispatch, but referred to the Naval Committee.

The telegraph made a mistake, yesterday, in saying that the Senate was full of priests when Father BOUDE opened it with prayer. The dispatch should have read that he was in "full priest's dress," instead of the Senate being "full of priests."

United States Supreme Court.

WASHINGTON, Friday, Dec. 24.

No. 38.—McKinlay, Garrioch & Co. *ex.* William Morrish, master and claimant of the ship *Peru &c. &c.*—*Motion to dismiss the appeal argued on both sides.*

No. 21.—Frederick L. Barreda and brother *vs.* Benjamin H. Silsbee, *et al.*—Argument concluded for the plaintiff.

Adjourned till Tuesday.

New Land Route to Boston.

BOSTON, Friday, Dec. 24.

The opening of the new Railroad route between Boston and New-York was celebrated by a banquet at the Revere House last night. About 100 gentlemen were present, including several New-Yorkers. Judge WARDEN, President of the Boston and Providence Road, presided. The actual running time, made by the excursion train yesterday on the trial trip between New-York and Boston, was seven hours and seven minutes.

The Boston *Courier* states that the new route is formed mainly by a union or connection of previously existing roads, the only portion which has been constructed to form the complete connection being between New-London, Conn., and Stonington—a distance of twelve miles. The new portion connects *with the New-Haven and New-London Railroad*, going west, and the Stonington and Providence Railroad going east. The excursion train left New-York at 8 A. M., and after delays on the route, reached Boston at 4:45 P. M.—the running time being 7 hours 7 minutes. Twelve minutes were occupied in crossing the Thames River.

News from Havana.

SENSATION PRODUCED BY THE PRESIDENT'S MESSAGE.

NEW-ORLEANS, Friday, Dec. 24.

The steamship *Caledonia* had arrived with Havana dates of the 20th inst.

The President's Message had shocked the Cuban authorities, and produced a general sensation.

Senator DOUGLAS had been received with all the honors.

Sugars had slightly declined; stock in port 24,000 boxes. Exchange on London, 60 days, 12¼@13 ₱ cent. premium; on New-York, 2@3¼ ₱ cent. premium.

Sentence of a Murderer.

BOSTON, Friday, Dec. 24.

The jury, on the second trial of W. MCNULTY for killing police officer HOSMER, this morning rendered a verdict of murder in the second degree, and the Court at once sentenced him to imprisonment for life in the State Prison.

The Bennett Divorce Case.

NEW-HAVEN, Friday, Dec. 24.

The last of the evidence in the Bennett divorce case was taken this evening, at 6 o'clock. The arguments will be deferred to Tuesday, Jan 4.

News from New-Mexico.

St. LOUIS, Friday, Dec. 24.

The New-Mexican Mail with Santa-Fe dates of the 20th ult., reached Independence this morning. Col. MCLEAR is among the passengers. The mail was detained by deep snow. The weather was very cold, and all the party including Col. MCLEAR are badly frost-bitten. An armistice for thirty days had been concluded with the Navajo Indians, during which efforts were to be made to make peace.

Fire and Loss of Life.

FREDERICKSBURG, Friday, Dec. 24.

A house in Burrilville was destroyed by fire on Wednesday night, and two old men named Bennet, perished in the flames.

EARTHQUAKE IN PORTUGAL.

Graphic Description of a Recent Earthquake.

A private letter just received from Portugal contains the following graphic description of an earthquake:

LISBON, Thursday, Nov. 11, 1858.

MY DEAR ——: It is of God's great mercy that this steamer does not carry you the news of the sudden destruction of all you hold dear on this side the Atlantic. At 10 minutes past 9 this morning a fearful earthquake shook Lisbon to its centre. It lasted 8 minutes and some seconds, and was vertical. T. and I were asleep; we awoke, of course, and sat quite motionless, holding each other by the hand, feeling the house shaking violently, and expecting instant death by the giving away of everything. The sound that accompanied it was very awful—awe predominated in our minds. T. tells me that I said softly, "God have mercy upon us," but I was not conscious of speaking. He says that the most fearful part of it all, to him, was the increasing violence of sound and motion—the rapid crescendo. Each instant we expected the roof and walls to fall in upon us; then the sound diminished sensibly, and again increased in violence. A minute seems a short time, but it was a lifetime then. T. says he never before felt himself in the immediate presence of destruction, and his thought was, "Death is immediate and inevitable; how I shall learn the great mystery." When it was over, he said, "E—, that was very awful." I jumped up and ran to M——; T. followed; we found her calm, but filled with a solemn awe—one lifted so directly from the hand of God that tears and lamentations could find no place. We knew that we were on the brink of the grave—a few seconds only between us and a sudden death. The partition walls of M.'s dressing-room, bedroom, her maid's chamber, the two spare rooms and the dining-room—in fact, all that support the walls of that side of the house, are cracked from top to bottom, with rents in which you may lay your hand. A few seconds more and the whole would have come down with a mighty crash! (N. B.—To understand the mightiness of the shock, one must remember that the walls of the Lisbon houses are not like those of the Fifth avenue card-paper palaces, but solid masses of masonry, some three and four feet thick.) After breakfast I went to the [illegible] suppressed as her house. Part of Mills, in K's room had fallen in, and in new quite unrecognizable, but no body were injured. People were flying to and fro, thinking and talking of nothing else. Many persons were killed by the falling of walls; many houses have been shaken down entirely. One of the cathedrals of the beautiful Estrella Church has fallen, as well as several of the Palaces from their niches within. Two [illegible] have toppled down, and it is said that the whole building is so injured that it must be rebuilt. It is believed that if the earthquake had lasted a few seconds longer, it would have been as fatal as that of Nov. 1, 1755. At 6¾ there was another shock much slighter, and yet far beyond anything you have ever experienced in Portugal. When one met friends to-day it was with much emotion, a grasp of the hand, and "Thank God, we are still alive!" The shock was felt very distinctly in the fleet. On the *Calliope* the commander rushed on deck, believing that *another vessel had dashed into him, and carried away part of the ship.* Nov. 12—We can still talk of nothing but the fearful earthquake. The damage done to this rambling old house is greater than we knew at first. The whole northern wall is torn away from its fastenings, and T.'s dressing-room has a huge rent four inches wide—in the corner of my room, also, the wall is cracked from top to bottom. In the kitchen the walls are badly broken, and a great mass of brick and mortar fell from the top of the chimney, crushing in the range; had the cook been there he would have been killed on the spot. As for the breakage of crockery and the tumbling of things from the etageres, that is not to be considered. T. says the house has suffered so severely that he considers the northern side not only unsafe, but dangerous in case of another shock. May God avert it! The night before, sleepless, I heard the sentinels' "Alerta!" and the distant answer "Alerta o!" and the text came into my mind, "Except the Lord keep the city, the watchman looketh but in vain." How a few hours brought it home! The day previous Dr. PAIVA, Chief of the Observatory of the Polytechnic School had announced that it was almost certain that an earthquake would take place within twenty-four hours; he judged from the variations of the magnetic needle. He timed it, and found its duration one minute and four seconds. If this seem short, take your watch, and try to think the hours it is falling, for that space of time. I can give you no idea of the sound; besides the creaking and groaning of all the timbers, there was a rattling beyond the noise of any machinery I have ever heard, and through the air the voice of a mighty rushing wind, though not a breath stirred. In the different towns near Lisbon, it has been very bad; at Villa Franca, many houses fell, and some persons were killed.

November 13.—The news to-day from Oporto is very sad;—the shock was felt there most severely; several *public buildings were destroyed and sixty persons* killed. At Trafaria, a new Church fell. * * * * The Barracks at Val de Porreira are greatly damaged, and will have to be rebuilt. A curious thing took place on board a Brazilian *steamer*, sailing from Southampton on the 9th, she was in the Bay of Biscay on the 11th. That morning the needle of the compass suddenly went round and round, in a manner most inexplicable and alarming. The Captain scarcely knew where he was, and declared to the passengers that something very remarkable was taking place on land—I cannot yet say *terra firma*, my confidence in its stability has been shaken! T. and I are discussing very seriously, whether we shall remove to another house. It is one thing, not to be over-timid, and another, not to be foolhardy. There is no real courage in braving an earthquake. My nerves are considerably shaken, even *demoralized*, as the French would say, and the rattle of a door or a window sounds to my ear like the precursor of another fearful visitor, and makes my heart beat with a quicker pulse. And so I will follow the Viscountess' example, and resolve "not to talk any more about it." * * *

The Gold Mines of Kansas—Authentic Statement.

LEAVENWORTH CITY, Kansas, Saturday, Dec. 18, 1858.

DEAR SIR: We have the honor to present you a specimen of gold obtained from the newly-discovered "El Dorado," in Western Kansas. This specimen is a part of several ounces purchased by us from two miners by the name of RUSSELL, natives of Georgia, by whose advantages in search of gold the gold mines of Kansas have been developed. They left this city about the 1st of April last, in company with nine or ten others, and prospected the whole of that country lying on the eastern slope of the Rocky Mountains, in the vicinity of "Pike's Peak," finding gold, in greater or less abundance, at almost every step.

From them we have obtained the following information, which has been abundantly corroborated:

1. The gold is found on *the surface*, and, at various distances, to the depth of eight feet.

2. The "bed rock" has not yet been reached by any of the miners.

3. With the rudest implements, they were able to obtain from $2 to $5 per day.

4. With improved means, such as "cradles" and "sluices" there are "*millions of acres*" (to use their own phrase) that will produce $20 per day, and many places as much as $40.

5. That this new "gold region" differs from California in this: The gold is scattered broadcast over a vast extent, and not found in "pockets," "gulches" and "ravines," as in California; thus insuring a support, at least, for every man that is disposed to labor.

6. The specimen accompanying this note constitutes a part of the labor of the Messrs. RUSSELL in "*more than five hundred different places.*"

7. The last place they labored was at "Cherry Creek," sixty miles northeast from "Pike's Peak." This creek empties into the South Fork of the Platte, on the south side of that river. At this point, Cherry Creek, they found the richest "*diggings.*"

8. The distance from this city to Cherry Creek is "*about six hundred miles,*" by way of the Fort Riley road and the Smoky Hill fork of Kansas River, which is "altogether (say the RUSSELLS) the best route."

Very respectfully,

J. C. HEMINGRAY & CO.

Hon. WARD B. BURNETT, Present.

The Canadian Railway Commissioners have ordered the closing of the Northern Railway, considering it unsafe for the carriage of passengers. The Directors have not obeyed the order as yet, but the trains are run at a lower rate of speed.

DISASTERS AT SEA.

LOSS OF THE SHIP UNITED KINGDOM.

ARRIVAL OF THE CREW AT THIS PORT.

The particulars of the loss of this ship, which was briefly alluded to yesterday, in our marine report, have been furnished by Captain ADAIR, who, with his crew, arrived at this port yesterday, on board the ship *Daniel Webster.*

The ship *United Kingdom*, Capt. SAMUEL ADAIR, sailed from Quebec, Nov. 15, with a load of timber bound to Belfast. She had strong westerly gales most of November 1. Afterwards, the wind changed to southwest, and continued to blow for fifteen days. About the 4th of November, the rudder was badly sprung, and as the ship was leaking fast, Capt. ADAIR kept one of her before the wind, with the hope of saving it. From 400 went, he ran down to 20°. At the expiration of this time the wind changed round to southwest, causing a tremendous sea. On Nov. 7, the rudder-head had broken off at the sock, and the lower part working against the stern-post started the rudder nail, causing an increase of the leak so that it was found impossible to keep her free. She consequently became waterlogged. The entire crew had been employed for fifteen days, night and day, and were worn out with fatigue. Their arms had broken out with salt water ulcers, and badly swollen. At this time the ship, by wallowing in the trough of the sea, had everything washed from off deck, a large portion of the bulwarks were knocked away, the cabin had itself filled by the sea which continually broke over the ship, and there were four feet of water on the cabin floor, everything in it being destroyed except the ship's chronometer, which had been wrapped in a blanket and saved. There was no chance to cook, the crew were served with bread and cheese only. The ship was kept under close-reefed main topsail and reefed foresail.

In this condition the crew came aft, and declared the Captain to abandon the ship, as there was no possibility of saving her. Captain ADAIR reluctantly consented to do so, eight of the crew being wholly disabled, and gave the necessary directions to get the boats ready, expecting that in a short time the ship would capsize. Two casks of water were filled, and a quantity of provisions were placed in readiness for putting into the boat.

The gale continued without abatement, varying from S. E. to N. E., and a tremendous sea running. In this situation the crew remained until the 14th, when the Lowtoe packet ship *Daniel Webster* hove in sight about 10 o'clock A. M. Signals of distress were immediately hoisted at the peak, and the shipwrecked mariners had the satisfaction of seeing the ship bear down for them. The ship was under three close reefed topsails, and she run under the lee of the waterlogged vessel. Captain ADAIR had already set his signals "we have lost our rudder." The case being fully understood, Captain SPARROW, of the *Daniel Webster*, did not wait to be hailed, but immediately offered to the unfortunate Captain to take him on board. The gale was so violent and the sea so heavy that Captain SPARROW was obliged to keep at some distance from the disabled ship to prevent collision. Captain ADAIR now got out his long boat, and with much difficulty the whole crew succeeded in getting safely on board the friendly ship, it being necessary for the entire crew to go in the first boat, as it would have been impossible for her to return again.

Capt. SPARROW received the shipwrecked seamen with the greatest kindness, and immediately administered to their wants, supplying necessaries, clothing, and such other articles as were necessary for their comfort. About three hours were consumed in transporting the men safely to the *Daniel Webster*. The *Daniel Webster* had lost two men the day previous, who were washed off the jib-boom. From this time (Nov. 14) the *Daniel Webster* experienced a succession of heavy N. W. gales, but met with no serious disaster, and reached this port yesterday. Upon their arrival here, the Captain and crew of the shipwrecked vessel repaired to the office of the British Consulate, where they were received by Mr. ANDERSON with that hospitality which ever characterizes that gentleman towards his countrymen who have occasion to seek his assistance and counsel. The Consul will make a full report of the case to the British Government, and some suitable acknowledgment will undoubtedly be offered to Capt. SPARROW and his officers for saving so many British seamen. They have all been provided with necessary clothing and comfortable quarters, and those who are well enough to return to England, and who may desire to do so, will probably be sent home by the next steamer. The names of the rescued officers and seamen are as follows:

Samuel Adair, master; James Maxwell, first officer; Sam Mallory, second officer; John Matthews, boatswain; John Cove, carpenter; Daniel McLaughlin, John McQuillan, Thos. Hughes, John Duggan, Edmund O'Neil, J. Dougherty, William Sims, Wm. Milliken, William Nicol, Samuel McDowell, John McMillen, Wm. Bryan, Thomas McCullen, Alexander McGee, Thomas Hughes, James Conways, George Caughy, John Martin, John Murray, Samuel Adair, (boy,) Edmund O'Neil, George Hughes, Thos. Boyle, Jas. Mooney, seamen.

A CARD FROM CAPTAIN ADAIR AND HIS OFFICERS.

The undersigned, captain of the British ship *United Kingdom*, for himself, officers and crew, takes this method publicly to return to Captain SAMUEL L. SPARROW, of the ship Daniel Webster, his most grateful thanks for his prompt and truly humane conduct in rescuing myself and crew, of 24, number, while in a sinking condition on the 14th of November. Nothing could exceed the kindness and kindness which we experienced from the hands of Captain SPARROW while on board of his ship, and the benevolent attentions of his wife, in ministering to the relief of my afflicted crew will ever be remembered by each one of us with gratitude. SAMUEL ADAIR,

For himself, officers and crew.

REPORTED LOSS OF THE SHIP MARGARET TYSON.

A telegram from Boston to Mr. ELWOOD WADDS, Secretary to the Board of Underwriters, announces the reported loss of the ship *Margaret Tyson*, of this port. The vessel is said to have foundered at sea. No date is given. One of her crew, the only survivor, was picked up by the whaling schooner *Opal*, of Provincetown, and taken into Fayal. The lack of all particulars concerning the disaster causes some doubt as to the correctness of the news. The *Margaret Tyson* was built in Bath in 1857, she was 1180 tons burthen, and was owned by WILLIAM TYSON, of this City. She was valued at $60,000. No insurance on the vessel—the freight being insured for $14,000. She sailed for San Francisco in August last, in command of Capt. THOMAS M. MORRISON, with a cargo of 1,200 tons of coal for the Pacific Mail Steamship Company. She carried a crew of thirty men, all told.

Political Speculations by an Outsider.

BOSTON, Friday, Dec. 17, 1858.

To the Editor of the New-York Times:

Will your permit one who is no politician, but a simple "looker-on in Venice," and willed a man who loves his country better than he loves any party, and enjoys good opportunities for noticing how things are going in the political as well as the religious world, to occupy a column in the New-York TIMES.

I write from the State of Illinois, as you will perceive. This is the home of Judge DOUGLAS, as every one knows. I have but little acquaintance with that extraordinary man, but it seems to me that both his friends and his enemies are admirably stumbling to make him President in 1860. If he should live so long. Had the Republicans of this State last Fall associated their efforts with those of Judge DOUGLAS, the Buchanan Democrats would have been more completely defeated than they were, and the victory would have been swelling, as in Pennsylvania, Indiana and New-Jersey, two generous Opposition. In that case Mr. DOUGLAS would have gained no great amount of odor. But the Republicans rejected him, and he fought the battle single-handed, and did a work worthy of a "giant," and which has gained him a giant's renown among the masses, who everywhere like to rally around a man who has the quality of pluck, and the prestige of victory. So much for Mr. DOUGLAS' Republican enemies here in Illinois.

Now what is the Administration about? Beginning in Illinois they have turned out every Douglas Postmaster in the State, (so it is said and believed,) and they have finished by turning Mr. DOUGLAS out of the Chairmanship of the Committee on the Territories in the United States Senate! Could they possibly pursue a more infatuated course? They are now trying to defeat his reelection as Senator from this State. It is barely possible that they may succeed. Mr. DOUGLAS and his friends ought to be very grateful to them if they should.

It is evident that Judge DOUGLAS has a great hold on this nation. As one of the "straws" that indicate how the currents of popularity are shaping themselves, take the fact that Mr. MCMASTER, Archbishop HUGHES' *protegé*, and Editor of the *Freeman's Journal*, a few weeks ago advocated Mr. DOUGLAS' claims to the Presidency as the great Douglas Meeting at New-Haven. Does this signify nothing? On the other hand, the New-York *Tribune*, whose Editor is the Alter Talmoon of the Republican masses at a public meeting held in New-York, a few weeks ago, in common the conduct of the Scottish Government for expelling six Roman Catholic women from that Kingdom—[illegible] because there are three millions,

[illegible] PROGRESS OF EMIGRATION IN IRELAND.

[illegible] Dec. 4.

[illegible] Dec. 4.

[illegible] Dec. 4

GENERAL MARKETS.

New-York, Friday, Dec. 24, 1858—6 P. M.

The reported receipts of the leading kinds of Produce, since noon of yesterday, have been as follows:

	Flour.	Wheat.	Corn.	Oats.
	bbls.	bush.	bush.	bush.
Canal, &c.	1,628	1,024	111	1,630
Corn Meal, bags	———	———	1,440	1,240
Corn Meal, bbls	———	———	———	240
Flour, &c.	1,628	1,024	111	3,060
Wheat, &c.	———	———	256	234
Total	1,628	1,024	367	3,294

ASHES—Are in limited request, at unchanged rates. Pots, $5 25 @ Pearls, $5 75 @ 100 lbs.

BREADSTUFFS—Flour has been very quiet, and prices have declined 5@10c. ₱ bbl. Sales of 4,000 bbls. at $4 60@4 65 for Superfine State; $4 70@4 75 for Extra State; $4 60@4 65 for Superfine Western; $4 70@4 75 for Extra Western; $4 60@4 65 for Superfine Genesee; $4 70@4 75 for Extra Genesee; $4 60@4 65 for Superfine Ohio; $4 70@4 75 for Extra Ohio; $4 60@4 65 for Superfine Michigan; $4 70@4 75 for Extra Michigan and Wisconsin; $4 60@4 65 for Superfine Indiana and Illinois; $4 70@4 75 for Extra Indiana and Illinois; $4 60@4 65 for Superfine Missouri; $4 70@4 75 for Extra Missouri; $4 60@4 65 for Superfine Iowa; $4 70@4 75 for Extra Iowa; $4 60@4 65 for Superfine Kentucky; $4 70@4 75 for Extra Kentucky; $4 60@4 65 for Superfine Tennessee; $4 70@4 75 for Extra Tennessee; $4 60@4 65 for Superfine Ohio, Nicholson; $4 70@4 75 for Extra Ohio, Nicholson; $4 60@4 65 for Superfine Ohio, Trenton; $4 70@4 75 for Extra Ohio, Trenton; $4 60@4 65 for Superfine Ohio, Hubbell; $4 70@4 75 for Extra Ohio, Hubbell; $4 60@4 65 for Superfine Ohio, Wilcox; $4 70@4 75 for Extra Ohio, Wilcox; $4 60@4 65 for Superfine Ohio, Wilkinson; $4 70@4 75 for Extra Ohio, Wilkinson; $4 60@4 65 for Superfine Ohio, Wilson; $4 70@4 75 for Extra Ohio, Wil

NEWS OF THE DAY.

The assembly chamber, from Boylston, Dec-
[illegible] ...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

The City was all alive yesterday with preparations for the inauguration. Groups were all
...ing the streets, discussing the ...
...ing. Common Council was duly ...
...ing. The Governor's message was duly
...ed. A resolution
...ing the hospitalities of the City
...to his Excellency.

THE NEW-YORK DAILY-WEEKLY TIMES.

PUBLISHED EVERY MORNING AND EVENING.

TERMS OF THE DAILY TIMES.

TERMS OF THE WEEKLY TIMES.

THE NEW-YORK SEMI-WEEKLY TIMES.

TERMS OF THE SEMI-WEEKLY TIMES.

TERMS OF THE TRI-WEEKLY TIMES.

TERMS OF THE WEEKLY TIMES.

TERMS OF THE MONTHLY TIMES.

TERMS OF THE QUARTERLY TIMES.

TERMS OF THE ANNUAL TIMES.

TERMS OF THE BIENNIAL TIMES.

TERMS OF THE TRIENNIAL TIMES.

TERMS OF THE QUINQUENNIAL TIMES.

TERMS OF THE DECENNIAL TIMES.

TERMS OF THE VICENNIAL TIMES.

TERMS OF THE CENTENNIAL TIMES.

TERMS OF THE MILLENNIAL TIMES.

TERMS OF THE ETERNAL TIMES.

TERMS OF THE INFINITE TIMES.

TERMS OF THE ABSOLUTE TIMES.

TERMS OF THE RELATIVE TIMES.

TERMS OF THE POSITIVE TIMES.

TERMS OF THE NEGATIVE TIMES.

TERMS OF THE SUPERLATIVE TIMES.

TERMS OF THE COMPARATIVE TIMES.

TERMS OF THE SUPERCILIOUS TIMES.

TERMS OF THE RIDICULOUS TIMES.

TERMS OF THE SUBLIME TIMES.

TERMS OF THE BEAUTIFUL TIMES.

TERMS OF THE HIDEOUS TIMES.

TERMS OF THE MONSTROUS TIMES.

TERMS OF THE MARVELOUS TIMES.

TERMS OF THE INCREDIBLE TIMES.

TERMS OF THE UNBELIEVABLE TIMES.

TERMS OF THE UNTRUTHFUL TIMES.

TERMS OF THE LIES OF THE TIMES.

TERMS OF THE FALSEHOODS OF THE TIMES.

TERMS OF THE DAMNABLE LIES OF THE TIMES.

TERMS OF THE DAMNABLE FALSEHOODS OF THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL LIES OF THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL FALSEHOODS OF THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES, AND THE DEVIL TAKE THE EDITORS OF THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES, AND THE DEVIL TAKE THE EDITORS OF THE TIMES, AND THE DEVIL TAKE THE PRINTERS OF THE TIMES.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES, AND THE DEVIL TAKE THE EDITORS OF THE TIMES, AND THE DEVIL TAKE THE PRINTERS OF THE TIMES, AND THE DEVIL TAKE THE DEVIL.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES, AND THE DEVIL TAKE THE EDITORS OF THE TIMES, AND THE DEVIL TAKE THE PRINTERS OF THE TIMES, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES, AND THE DEVIL TAKE THE EDITORS OF THE TIMES, AND THE DEVIL TAKE THE PRINTERS OF THE TIMES, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES, AND THE DEVIL TAKE THE EDITORS OF THE TIMES, AND THE DEVIL TAKE THE PRINTERS OF THE TIMES, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL.

TERMS OF THE DAMNABLE AND INFERNAL LIES AND FALSEHOODS OF THE TIMES, AND THE DEVIL TAKE THE HINDMOST, AND THE DEVIL TAKE THE TIMES, AND THE DEVIL TAKE THE PUBLISHERS OF THE TIMES, AND THE DEVIL TAKE THE EDITORS OF THE TIMES, AND THE DEVIL TAKE THE PRINTERS OF THE TIMES, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL, AND THE DEVIL TAKE THE DEVIL.

DANCING.

DANCING ACADEMIES.

A. DOWORETHS
DANCING ACADEMY,
No. 49 WEST 14TH-ST., Bet. 5th and 6th-avs.
Select Evening Class, Monday, Dec. 30.
Private Lessons daily.
Class for Children, Saturday, 2 P. M.
Circulars at Academy or Wareroom, 6 Union-sq.

A. DOWORETHS
DANCING ACADEMY,
No. 49 WEST 14TH-ST., Bet. 5th and 6th-avs.
NOW OPEN FOR SEASON.
MONDAY, THURSDAY and SATURDAY Evenings.
TUESDAYS and SATURDAYS in New York.
Circulars at Academy or Wareroom, 6 Union-sq.

A FAIR OF THE LADIES, REMOVED
to No. 49 WEST 14TH-ST., Between 5th and 6th-avs.
Select Evening Class, Monday, Dec. 30.
Private Lessons daily.
Class for Children, Saturday, 2 P. M.
Circulars at Academy or Wareroom, 6 Union-sq.

A FAIR OF THE LADIES, REMOVED
to No. 49 WEST 14TH-ST., Between 5th and 6th-avs.
NOW OPEN FOR SEASON.
MONDAY, WEDNESDAY and FRIDAY Evenings.
TUESDAYS and SATURDAYS in New York.
Circulars at Academy or Wareroom, 6 Union-sq.

A FAIR OF THE LADIES, REMOVED
to No. 49 WEST 14TH-ST., Between 5th and 6th-avs.
NOW OPEN FOR SEASON.
MONDAY, WEDNESDAY and FRIDAY Evenings.
TUESDAY and SATURDAY Evenings

The New-York Times Saturday, December 25, 1858.

FINANCIAL.

REAL ESTATE.

PROVISIONS.

PERSONAL.

LEGAL NOTICES.

STEAMBOATS.

PUBLIC NOTICES.

WINES AND LIQUORS.

FURNITURE.

INDIA RUBBER GOODS.

BOARDING.

AUCTION SALES.

CITY INTELLIGENCE.

Fatal Accident.—The body of a man named Thomas Hogan, aged 50 years, was found on the railroad track at Fordham, on Saturday morning, with the head severed from the body. The deceased resided at No. 1 Cedar-street, New-York, and was employed as a laborer on the Harlem Railroad. He left his residence on Friday morning, and was last seen alive at Fordham, where he was drinking with some companions. It is supposed that he was killed by the cars while walking on the track in a state of intoxication.

Fire.—The dwelling-house No. 1 Cedar-street, Brooklyn, was damaged by fire at 4 o'clock on Saturday morning. Loss $100; insured for $500 in the Brooklyn Fire Insurance Company